cost account branch which have been accepted by allowing 10 time escalation claim over what was actually due; and

(d) what steps are being taken to investigate the matter and why did the cost account branch recommend wages escalation 10 times?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d) The Chief Adviser (Cost), Department of Expenditure, Ministry of Finance, in his report No. 1354/CAL/6842, dated 20-1-1987 has recommended wage escalation claim in respect of a firm engaged in the manufacture and supply of CMS crossings, based on escalation factor of 0.1%. However, in the subsequent report No. 144/CAL/7081, dated 29-6-1990 in respect of wage escalation claim of another firm engaged in manufacture and supply of the same item, Chief Adviser (Cost) recommended wage escalation, worked out on the basis of actual data rather than adopting 0.1% as done earlier. Both the methods of arriving at wage escalation are provided in the contract agreement. After examining the entire issue, the Ministry of Railways decided that the wage escalation factor should be based on verification of actual data by the Chief Adviser (Cost).

रीवां-बघवारा-ब्योहारी के लिए नई रेल लाइन का सर्वेक्षण

4116. **श्री लक्ष्मी राम अग्रवाल :**
श्री कैलाश नारायण सारंग :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रीवां-बघवारा-ब्योहारी की नई रेल लाइन के सर्वेक्षण में इस लाइन की योजना को लाभप्रद पाया गया; यदि हां, तो यह निष्कर्ष किस आधार पर निकाला गया था;

(ख) क्या रेल मंत्रालय आदिवासी बहुल क्षेत्रों के नागरिकों को रेल सुविधा उपलब्ध कराने के उद्देश्य से समय-समय पर वित्तीय दृष्टि से अव्यवहार्य योजनाओं को भी शुरू करता रहा है, और

(ग) यदि हां, तो क्या रेल मंत्रालय इसी मापदण्ड के आधार पर उक्त रेल लाइन को स्वीकृति प्रदान करने के संबंध में पुन: विचार करेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री के॰ सी॰ लेंका) : (क) जी हां, प्रस्तावित नई लाइन की वित्तीय दृष्टि से 7.63 प्रतिशत प्रतिफल की लाभप्रद दर के कारण ।

(ख) और (ग) योजना आयोग की स्वीकृति प्राप्त हो जाने पर तथा आदिवासी क्षेत्रों में रहने वाली जनता की आकांक्षाओं को ध्यान में रखते हुए, संभावित यातायात की मात्रा के अनुसार तब की गई प्राथमिकताओं के साथ-साथ संसाधनों की उपलब्धता के अनुसार रेल लाइनों का पिछड़े क्षेत्रों तक उत्तरोत्तर विस्तार किया जा रहा है ।

संसाधनों की स्थिति में सुधार होने पर भविष्य में इस लाइन के निर्माण के बारे में विचार किया जाएगा ।

Contracts of Railways Canteens in Northern/Eastern Railways

4117. SHRI RAM RATAN RAM: Will the Minister of RAILWAYS be pleased to state

(a) the number of contracts of Railway canteens given in Northern/Eastern Railways during 1992-93; and

(b) the number of contracts given to the Scheduled Caste/Scheduled Tribe people during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) During 1992-93, 50 catering/vending contracts were awarded on the Northern Railway, out of which six were given to the persons belonging to SC/ST. As regards Eastern Railway information is being collected and will be laid on the Table of the Sabha.

Deputing Officers for Training in U.S.A.

4118. SHRI H. HANUMANTHAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have decided to depute 25 officers for training in 'Planning and Execution of Fabrication Methods' to U.S.A.;

(b) how many of them belong to SC/ST; and

(c) whether it is a fact that a Senior Grade Officer of SC was denied this opportunity on flimsy grounds during March last year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) No, Sir.

(b) Does not arise.

(c) The officer could not be spared due to pressing administrative reasons.

Drop in Revenue Earnings of Railways

4119. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state whether it is a fact that there is a steep drop despite peak passenger traffic in revenue earnings of Railways during first quarter of 1993-94, if so, what are the reasons therefor?